

I would like to make a few comments on the proposed changes to the flight rules in the Washington DC area at the DC-3 airports. It does not make much sense to the aviation community why the government is targetting light general aviation aircraft due to terrorist threats. To date not a single terrorist has used a general aviation aircraft to attack the united states and the size and payload ability of these aircraft do not make them very good choices when you are attempting to cause mass disruption or loss of life. I think the current system should never have been implemented in the first place because the persons being restricted are self policing in many cases and other more significant self policing actions such as AOPA's airport watch program are clearly working as there have been arrest of "mock terrorist" who were actually reporters trying to see how far they could get. As demonstrated the system worked and the authorities were notified and the correct actions took place, the "mock terrorist" were arrested and it was later determined that they were hired to see if they could rent an aircraft.

In my opinion it makes more sense to track the aircraft heavily in this airspace but not to entirely restrict GA flights in the Washington Metro area. The cost of implementing this action will be more damaging long term to the economy and that money could be better used to secure the smaller airports that are part of the national airspace system that cant afford to put up fences and to install key coded entry to the ramp.

You are not restricting the rental of large rental trucks in the capital region and as we know we were blindsided by a terrorist attack from a UHaul so it doesnt make much sense to restrict aircraft when there has never been such an attack committed with these aircraft.

It makes more sense to put that money to better use than to waste the money on additional staffing.

In addition there are few restrictions on commercial traffic in this area and there has been attacks from commercial traffic in the past. Simply making the passengers remain in their seats for 30 minutes after takeoff and before landing does little to improve security.

It is my hope that the restrictions could be reduced and not increased since there have not been any attacks from GA aircraft.

Hiring additional ATC personnel and security personnel should not be tied to this proposal at all since they are required anyway to track the amount of traffic in the Washington DC restricted airspace regardless of whether the restrictions are temporary or permanant.